## DEFERRED DEBATE IN SENATE

RAILROAD TO THE PACIFIC.

WEDNESDAY, DECEMBER 22, 1853. [CONTINUED FROM LAST SATURDAY.]

Mr. BELL. I do not rise to enter into any argumen Mr. BELL. I do not rise to enter into any argument in regard to the details of the bill, nor for the purpose of urging any general considerations upon the subject. I presume there is scarcely a member of this body who has not turned his attention to the importance and necessity of some such communication as the one proposed by this bill, the importance of the construction of a railroad connecting the States on the Atlantic with the Pacific coast, at the earliest practicable period. The mode in which it shall be done; the route that shall be adopted; whether it should have one or more branches; what should be its terminus on this side of the Rocky Mountains, and what on the other side, are questions rather of detail. The on the other side, are questions rather of detail. The main object and features of the proposition, however, are such that every gentleman of the Senate must have set-tled upon in his own mind; and that is, that the road must—I say must, and not ought to—be built at almost any cost that the resources of this country can bear; that e route ought to be ascertained and fixed upon and the work executed at the earliest date; and that the expenditure shall be considered at once as being likely to be very large, and yet necessary to be incurred. Although the expense may seem excessive even for the resources of this country, yet whatever it may be, if, in addition to the land ed to be set apart for the road, there shall be fifty ons of money, or one hundred millions of money required from the Treasury, such is my estimate of the ne-cessity of this work, in order to hold the two extremes of the country together, that I think even that amount would be economical in view of many of the contingencies that

cipitated into a war by the passions of the people being, either rightfully or wrongfully, roused on account of injuries or aggressions, actual or supposed, on the part of any strong maritime foreign Power. I believe every member have heard speak on these questions has said that the nonor of the country was always to be maintained at every hazard. Suppose that in order to preserve the honor of the country we should be precipitated into a war with either France or England, to say nothing of both combined, in the present condition of this country. Why a hundred millions expended now, before such a contingency may chance to arise, may save us two, three, four, or perhaps five hundred millions of expenditure which would be ne-cessary to regain our foothold on the Pacific.

Has any gentleman ever reflected for a moment on what the cost to this country of maintaining a conflict with any of the powerful maritime States of Europe for the purpose of defending our territorial rights as they exist on the Pacific—with a coast of six hundred miles in extent-with not a fort, not a gun for its defence, with no es or channels of communication except by way of the isthmus and around the cape, and that in the face of a

Sir, I have thought a great deal upon the subject, and in my opinion it would require an expenditure probably of from three to five hundred millions of dollars to preserve our honor in those territories, and maintai rights of sovereignty and jurisdiction, if we should be precipitated into a war, without some overland communination by railroad with California, either within our own territory or through the northern States of Mexico with her consent. I do not, however, mean to enlarge upon this; but I will repeat that in addition to giving all of the large is deeply interested, and to them it is not of much consequence where the terminus east or west shall be—I say it would be economy, in addition to giving all the public domain which lies within the limits prescribed in the bill, to vote an additional sum of money, \$10,000,000, \$50,000,000, or if need be even \$100,000,000, from time

to time as the work may progress.

I did not rise for the purpose of saying even as much as I have said. My object was simply to express my view of the importance of the subject. In my opinion there is no question which can come before this Senate or before Congress at the present session, and there was none at the last session, or at any session since the acquisition of these territories, so important—considering the position in which this country had placed itself—considering its has arisen out of these circumstances that I consider there is no subject of more importance which can engross our if we do no other business during the present session of Congress except pass the appropriation bills, the whole time would be well spent in maturing this measure. I repeat, I rose for the purpose of expressing my earnest desire that the particular friends of this proposition—the gentlemen from the more western States, who have a local interest in it, and without whose co-operation I perceive that nothing is likely to be done-will follow it up until the Senate shall come to a vote upon it; and if they had been agreed before, we could have had something decided ree years ago, but they were not agreed as to the termini of the road. I hope they will lose no occasion of pressing the bill to the full consideration and decision of the Senate, so that, if possible, it may reach the House, and receive the approbation of that body during the pre-

brought it before the Senate. Still I do not believe it is expedient or proper that we should now proceed to vote the honorable Senator from California, who has brought upon a measure which embraces in its details so many questions as are connected with the bill now before us. It will not be forgotten that there was a bill reported at the last session of Congress from the Committee on the Post Office and Post Roads. It will be remembered that the Committee on Territories reported another proposition, and it is also, I apprehend, within the knowledge of Senators, from the information which has been obtained from the public press and form individuals who feel an intertors, from the information which has been obtained from the public press, and from individuals who feel an interin bringing the public mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds of legislative in bringing the mind and the minds est in this matter, that there are still other plans to be proposed by which this work shall be consummated. It is a great work. What is the best mode of proceeding? prosecution of the improvement; and I see at once that is a great work. What is the best mode of proceeding? prosecution of the improvement; and I see at once that which of the various schemes is that which commends these are to be the great difficulties which the present enitself to the consideration of the Government in the greatest degree? These are questions which are practical, and branch of Congress. Those difficulties will probably dismust, before we vote intelligently, be settled in our own

would be proper that all these various projects should be I think that the estimate of the honorable Senator fairly considered by the Senate, for the purpose of ascerconstruction; which offers the greatest security for rapid construction; which offers the greatest security for a construction within any given period of time; and which offers the greatest amount of economy to the Government. These are questions which the Senator from California has not discussed; nor was it proper that he should have discussed them. He has looked at this as a national questions are considered with our social relationship. tion—one connected with our social relations, and with our commerce. But, before we vote upon the bill, I concur most fully with the Senator from Tennessee that we should examine all its details. And while I am the last

Mr. GWIN. I did not state that as the positive expension of reach mile, provided the land donated would bring \$1.25 an acre; that is the provision of the bill.

Mr. SEWARD. I believe the iron for such a railroad state that as the positive expension.

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Mr. MILLER. Mr. President, I am in favor of the great shell the hand to have a proposed the subscription price of this paper for a year is Three

I hope I may be allowed to say that I believe the great difficulty which will most benefit their partisuration. I am prepared to vote for this now. I am prepared to hear others propose their plans. I have no prepassesions—In mean foreign relations, or on the consideration of the Senator from California in pressing this measure on the consideration of the Senator from California in pressing this measure on the consideration of the Senator from California in pressing this measure on the consideration of the Senator from California in pressing this measure on the consideration of the Senator from California in pressing this measure on the consideration of the Senator from copies. No accounts being kept for this paper, it will not be fer-warded to any one unless paid for in advance, nor sent any longer than the time for which it is so paid.

without that information which is necessary even to vote upon the details of the bill, with any thing like an intelli-gent view of the subject.

gent view of the subject.

The Senator himself has made a speech to-day contain ing a great many interesting facts; and I have no doubt it will be the desire of the Senate to look into and inform themselves in regard to them. He has also presented a map, showing the location and situation of the great lead-I suppose, with this great route to the Pacific. As one great question, and perhaps the most difficult question to settle in connexion with this subject, will be in regard to the location of the route, we want information upon that which which the location of the route, we want information upon that subject; and before we can take one step with regard to the details of the bill, we ought to be informed in reference to the proposed points. I hope, therefore, that the Senator will consent to postpone the bill to some fu-ture day, and if he will name any day that will be agreea-ble to him, I shall move that it be postponed until that

it to a vote. I have no very determined opinion in regard to the measure I have presented. I am in favor of any practicable plan of building a railroad to the Pacific. I With respect to the general idea of a railroad to the Pacific. have brought this bill forward, because I have examined cific, I am in favor of it, and I shall vote for it most cherrhe subject with a great deal of attention and care, and I fully; but I think I cannot vote for this bill as it is. It thought this was a practical and practicable measure. I is entirely too magnificent for me. I want a road, and very anxious to have a road constructed, and the Senator for the present I want one road, and only one road, for indicated in the bill; I have no doubt of it. I have in my port-folio evidence which cannot be controverted, showing the practicability of the route: evidence from this bill as it is. It have a road constructed, and the Senator for California is, perhaps, still more anxious, because he is more directly interested in it. These are things that direct steam communication between the Mississippi and the practicability of the route: evidence from the subject. I do not care where you touch the Mississippi and a very important measure, and we cannot move until we those who have travelled over it, from officers of the army, from trappers, men who have been for twenty or thirty years examining that section of country. We have got on this route those passes through the mountains which we want. We have all the advantages for the main trunk of the road, which is the great object at least. I have evidence, which I shall at a proper time submit to the Sapata

tified that it has been brought to the attention of the Senate. It seems to me that the time has come when our experience teaches us a lesson which we should not soon forget. We have been here for days discussing the terms and conditions of a treaty, and the manner in which it has been executed. Our attention has been hitherto directed to inter-oceanic communication through a foreign will be hampered with conditions and difficulties that tend to the obstruction of the enterprise. I have been, in my own mind, for a long time prepared to secure by some means or other intercommunication between the Atlantic and the Pacific coast upon our own territory; to have a highway of our own, which will be subject to no interference from any quarter whatever; and I am free to say that

selected, I wish it to be the best route for commercial pur-poses, for trade and intercourse: and I regret that the Senator from California should have thought it expedient is higher than the route, or answering any local or temporary in his bill to indicate any route whatever. I wish to see purpose. All we want is a great road to bind us together; ent to the route which may be selected this whole question entirely open for further investiga- and no gentleman can express himself more strongly upon amend it. I do not pretend that mine is the best one. It

of leaving this question to future investigation. Let us leave the question in some form, so that that location of a highway may be taken which shall best subserve the great interests of the country. For myself, I can have no feeling on this subject influenced by any local considerations. I have no motive but to go for the very best route which can be obtained.

stitutional powers of this Government. And we should do it practically; that is, in such a manner that we can ascertain the proper direction, and the proper termini, which must be regulated by statutory provision, and some, in my opinion, by Executive administration.

Mr. BUTLER. Mr. President, the great danger of

While up, I will make another suggestion to the honorable member from California. I do not know that I heard dear. The idea of having a communication from the Atthe bill read correctly, and I watched his remarks to see rapid growth and extension of dominion, thus exciting the jealousy of foreign Powers—and considering the change in the passions of the people of this country, liable at any moment to be precipitated into a war with the most powerful nation in Europe, with a maritime Power ten times as great as our own. Such a state of things only provides, as I understood it, for the construction of a road, and nothing else. Let me tell my honorable friend that this does not begin to get a communication through the country. You want the equipments of a road; you want stations; you want watering places; you want loco-must say that I cannot vote blindfolded upon such a promotives; you want all the means of intercommunication; and they will cost you one-third of the whole expense. If they are not provided for in the bill, you will simply have a track; and when you get it, you will have nothing to put upon it in order to move. If that be so, it is a great defect in the bill, and one that must be remedied, for there this subject than any of us; certainly far more than I

> tion. I merely wish to bring the attention of gentlemen nothing but the iron and rails laid down; you would to the subject, to show them that it is one of great magnitude; one of many details, and requiring very great and to turn it had no water. I want something like a revery careful consideration to secure it properly. I am ready to co-operate with the honorable Senator from California in doing that; but it is not to be done in a day.

Senator from Tennessee has said in relation to the importance of this measure. In my judgment, it is equalled by no question which has been or will be presented to us for our consideration at this session of Congress; and I shall co-operate with great cheerfulness in urging this measure forward in connexion with the Senator who has provided in the construction, and the speediest possible construction, of the Pacific railroad. I rise with that view, as well as for the purpossible that the State from which I come, and the commercial emporium which is located within it, shall suffer a day's debate to pass without giving utterance of an arrive concurrence in the solicitude which has been manifested from all parts of the House for the construction, and the speediest possible construction, of the Pacific railroad. I rise with that view, as well as for the purpose of this measure for which is located within it, shall suffer a day's debate to pass without giving utterance of an arrive concurrence in the solicitude which has been manifested from all parts of the House for the construction, and the State from which is located within it, shall suffer a day's debate to pass without giving utterance of an arrive concurrence in the solicitude which has been for our consideration at this session of Congress; and I

Now, I suppose that before we vote upon this bill it could be proper that all these various reports and the supposed. With reference to that point I wish to be distinctly understood now.

taining, first, which offers the greatest security for rapid road is perhaps too light. He tells us it may be built for

Senator who would interpose any objection to it, and while I am the last I am amongst those who will be foremost in urging that whether the road costs matter to a consummation, I trust that no vote will be present upon the Senate to-day. I hope there are gentlemen who will examine these details, and who will be present to the Senate their views at length; and if not, reluctant as I always am to address the Senate, I may be compelled to perform that task myself.

Mr. SEWARD. I believe the iron for such a railroad owe to the citizens of Cantornia to construct such a railroad of we to the citizens of Cantornia to construct such a railroad of we to the citizens of Cantornia to construct such a railroad for the sould have trouble with foreign Powers. It is perfect to the senate to-day. I hope there are gentlement who will examine these details, and who will be present to the Senate their views at length; of a "seatering place," will do pretty well, we should asymptotic that there had been requested to present to this for the purpose of saying that whether the road costs are interested; and I sak that it may be in land or in money, I am in favor of it out and out, through and through, right out and straightforward, from the Atlantic to the Pacific there is a majority of both Houses of Congress in favor of it. I believe that there has been for the last four or five years a majority, when sideration with the fixed purpose of going through with sideration to this matter, in which some of excise of Saratoga have licensed thirty.

The town board of excise of Saratoga have licensed thirty another bill in relation to this matter, in which some of interest that the would cost, at present prices, \$9,000 a mile. I mention to this matter, in which some of the construction of a railroad from the last four or five years are interested; and I think it is proper as a precautionary measure in another bill in relation to this matter, in which see the who hother ward, from the form of an act. I hope it may be of the construction of a

good one to begin upon; and when we once begin with a determination to go through, we shall go through.

I hope, therefore, that the honorable Senator frem California will insist upon calling up the bill to-morrow, that other plans, if there be any, will be offered, and that he will not suffer foreign relations, or political relations, or party relations, or any thing else to interfere with this project until it shall have gone through the Senate of the United States.

I coufess sir, that this is the proudest day exempt one

ther consideration of the subject be postponed until to-its construction. But I foresawthen, and so stated—and morrow. I wish to keep this measure before the Senate. It is now the first in order, and I am determined to press rent from day to day—that there is danger of frittering With respect to the general idea of a railroad to the la

dence, which I shall at a proper time submit to the Senate, should be. I have not the slightest idea in the world up-which proves unquestionably that the road can be made on that point; at least I have not such an idea of the toshould be. I have not the slightest idea in the world uppography of the country as would justify me in voting in favor of a particular route. My own impression is this: and early action, by the Senate. I am not for pressing it to a vote to-day; but if gentlemen are prepared for the vote, I am, and I always have been prepared. I hope the Senate will act speedily. I am willing, however, to let the subject go over till to-morrow.

Mr. DAVIS. I suppose no member of the Senate will view this in any other light than as a measure of very where the route ought to be, and the whole circumstances onnected with it.

making a direct route from the Mississippi to the Pacific, until we shall agree upon something which promises to you will have an utter failure. It cannot be done. It is accomplish the great object.

a creat mistake to suppose that any such project can be Mr. DAVIS. I would ask the Senator from Texas if complished now.

Mr. GWIN. The Senator will permit me to say that I pose an amendment? only propose five thousand miles of railroad. There will, however, be ten thousand miles of travel.

Mr. CASS. If we can get a direct line from St. Loui or Memphis to the Pacific, at a distance of two thousand miles, let us select that. Do not let ussend off branches, I believe that to be one of the most effectual means which then, in other directions, with no other apparent object day as the regular order, and in the mean time the valuman ingenuity can devise of binding and uniting this than to gain strength. The bill has strength enough now rious propositions can be looked into. I am not tenscious But, sir, this is a great measure—it is very grave in its character; and what I should desire, if I am called upon to vote, is to vote for the best means of intercommunication between the Atlantic and Pacific. If a route is to be allowed I want, in about my particular bill. I want to have the object accomplished. I stated that the value of the land, at \$1.25 com

connoissance or survey; I want the opinion of responsible agents or commissioners, who may go out from this Government; and I want such information before me as will enable me to see how far we can embark in an enter-prise of this kind. My motto, as I have often repeated Mr. SEWARD. Mr. President, although I have not it in this body, so far as regards this progressive age, is, ent Congress.

Mr. HAMLIN. Mr. President, I concur in all that the enable from Tennessee has said in saletion to the investment of the concernment of th tainty of accomplishing it.

But I do not mean to intimate that I shall vote for the

bill, even if its practicability be established, because I have constitutional objections upon this point, which are well known to the Senate. I have, however, been in this body tion, and that all projects of this kind are to be effected independent of the Constitution. If it is to be effected ndependent of the obligations of the Constitution, it resolves itself into a question of legislative discretion. Then let us have all the wisdom upon the subject—I mean the wisdom which the light of experience can shed upon it, and the light which intelligent men who may be em-

ther, I may cast my influence one way or the other. I may do so, and many of those who are situated in the same predicament with me may be compelled to do so. I have not the least idea of embarking in this discussion, but I think this is a measure which requires attentive ed to explore and survey the country between the Missisbut I think this is a measure which requires attentive

their magnificence, this is a very great and grand one, and will immortalize the gentleman. I do not know, as I we shall not have a bill introduced here to hasten the millennium, because that might be rather a grander project. I cannot undertake to commit myself to the one or the other, but I have no idea of taking a vote upon the

bill at this time.

Mr. RUSK. I hope the honorable Senator from South Carolina will reconsider his notion that this railroad will Mr. BUTLER. I do not think it will.

Mr. RUSK. I think it is perfectly practicable to be complished, and I think also that it is a duty which we owe to the citizens of California to construct such a road, and I think it is proper as a precautionary measure in

upon him, and will embarrass him in the selection of a route, so that it will be a very difficult matter for him to decide upon the proper route for the construction of the

In reflecting upon this subject, one thing has suggested itself to my mind as most important. The Government cannot build this road, because it would require an immense expenditure, and perhaps no practical result would come from it. It must be left, then, to private enterprise. It will require a vast amount of capital. I think the shores of the Pacific ocean. It was the proudest day that I have ever seen in political life.

Next after it, I think, is this day, on which a Smator from the Pacific ocean does what we all then forward to the work of a state of the work of a state of the more does not be shores from the Pacific ocean does what we all then forward to the work of a state of the more dependent of the more dependent of the more dependent of the more dependent of the proper route for the construction of the mannot build this road, because it would require an immense expenditure, and perhaps no practical result would come from it. It must be left, then, to private enterprise. It will require a vast amount of capital. I think the shores of the Pacific ocean. It was the proudest day that I have ever seen in political life.

Next after it, I think, is this day, on which a Smator from the Mississippidate. Next after it, I think, is this day, on which a Staator from the Pacific ocean. It will take an immense amount of capital, and if you will throw open as would be done by Senators from those regions, call is up to the work of extending our communications to them and our defence and protection around them and over the Mr. CASS. Mr. President, I think the expression of the guerrant views will be useful, at any rate, what course the measure may take. I have already taken occasion to say that no man estimates the value of this road higher than I do; and, within the constitutional powers of this Government, all our efforts should be directed to its construction. But I foresaw then, and so stated—and it is still more apparent now, and will be yet more aroa—it is still more apparent now, and will be yet more aroa—it is still more apparent now, and will be yet more aroa—it is still more apparent now, and will be yet more aroa—it is still more apparent now. and will be yet more aroa—it is still more apparent now. The constitution of passengers and freight. That will be the most suitable location for the route.

Another difficulty which presents itself is the want of Another difficulty which presents itself is the want of means to construct the road. There are vast differences of opinion among honorable Senators upon this subject.
The honorable Senator from California and myself believe
that the land upon the route will pay for it. I am not
sure that our anxiety to have the road constructed does not furnish us with some facts upon the subject. I feel very anxious to have a road constructed, and the Senator

cessary for the purpose of constructing the road; and then it is important that we should look to guarding the road against becoming a great monopoly which may be injurious in its effects. These things require mature re-flection. Some persons believe we had better have the read constructed by a company. The proposition of the honorable Senator from California is, that the different States shall construct it. I can see difficulties in that they will wish to have the road tend, and many difficulconnected with it.

That is my view. I am totally unprepared to vote upon any particular route; and most assuredly it requires no spirit of prophecy to foretell that if you undertake to make now, what the honorable Senator from Massachusetts says are ten thousand miles of railroad, instead of

> he did not intimate his intention, a few days ago, to pro-Mr. RUSK. Yes, sir.
> Mr. DAVIS. I would be glad to have that brought for-

ward, so that we may see it. Mr. GWIN. If the bill is postponed until to-morrow, to-morrow being private bill day, it will come up on Monabout my particular bill. I want to have the object ac-

thousand extra copies of my bill will be agreed to, so that we can have it as the basis of our action on the subject. That is what I wish; and I hope the Senator from Texas and other Senators will bring forward propositions to friends as you hold out the hand of fellowship to me at the Little Falls for ten years past.—Union. tion, exploration, and examination.

Why, sir, the honorable gentleman proposes to make some ten thousand miles of railroad, and, so far as I understand, not one foot of it has been explored by engineers for that purpose. This does not detract from its neers for that purpose. It only shows the propriety of leaving this question to future investigation. Let us leave the question in some form, so that that location of leaves the question in some form, so that that location of leaves the foundation and examination.

There are some constitutional questions connected with the construction of this road which will come up in the construction of this road which will come up in the construction of this road which will come up in the construction of this road which will come up in the construction of this road which will come up in the construction of this road which will come up in the construction of this road which will come up in the construction of this road which will come up in the construction of the subject, with no wish to deceive the Senate. My object is to keep the measure before the Senate until it is acted upon—until we mature a plan, and adopt some one of the propositions which may be submitted, as I believe the majority of the body are for establishing a road between the Atlantic and Pacific. I now move that the further are some constitutional questions connected with know the route is practicable, and I have given my views on the subject, with no wish to deceive the Senate. My object is to keep the measure before the Senate until it is acted upon—until we mature a plan, and adopt some one of the propositions which may be submitted, as I believe the majority of the body are for establishing a road between the Atlantic and Pacific. I now move that the further are some constitutional questions connected with know the route is practicable, and I have given my views on the subject, with no wish to deceive the Senate. My object is to keep the measure before the Senate until it is acted upon—until we mature a p ther consideration of the subject be postponed until to-morrow, and that two thousand extra copies of the bill be printed for the use of the Senate.

Mr. RUSK. I desire, with the permission of the Senate, to lay on the table an amendment which I propose to offer, and ask that it may be printed.

The PRESIDING OFFICER, (Mr. Nonais in the chair.) If there be no objection the proposed amendment will be

There was no objection. Mr. MANGUM. I desire to inquire of the honorable Senator from California if there have been any copies of this bill printed and laid upon the tables of Senators?

Mr. MANGUM. I have not one. Mr. BELL. I would suggest that there are other projects before the Senate which should also be printed. There is the project of Mr. Whitney, which has been pre-

Committee on the Post Office and Post Roads at the last session, and the usual number of copies was printed, though believe they are quite scarce, and it might be well to print it again. Mr. BELL. It is suggested that they are not to be had.

move, therefore, that the usual number of that bill, and also of the bill reported from the Committee on Territories at the last session, be reprinted for the use of the Senate. will not move the printing of an extra number. The PRESIDING OFFICER. If there be no objection

will be so ordered. There was no objection.

Mr. BORLAND. I have but a word or two to say. No one can approve more highly than I do this object. No one with a prospect of doing something for the accomplish-ment of the great work of connecting the Mississippi and the Pacific ocean. There is a better prospect now than ever before that something will be done. The subject has been before us for several years, and several projects have been presented to us, and I think it is but just to the Committee on Public Lands of this body to make a statement with regard to them in connexion with it.

Nearly five years ago this subject was referred to them. Nearly are years ago this subject was referred to them.

It is possible that I may exert some influence over this subject by my vote, because if there be a difference between routes, or a difference as to one project over another tween routes, or a difference as to one project over another tween routes. sippi river and the Pacific ocean, with a view to ascertain the shortest and best route for the construction of a railroad. That matter was urged upon the Senate over and over again. Now we see the difficulties that surround us | iron they will be sure to break. for the want of that very work which might have procured for us the knowledge without which we are unable to act understandingly.

The constituents of no Senator are more directly and deeply interested in this work than mine, and no one will further than I will for the accomplishment of it. But we shall have to consider the subject very carefully before we adopt any one route, in order that we may have more ccurate information than we now have, since we certainly have not enough information now to enable us to select any one to the exclusion of all others, and we have

TABLE-CHAT IN MOORE'S DIARY.

One dinner scene at Lord Holland's, a specimen of nany, is worth giving entire. There was good talking hat day in Paris, July 3, 1821 : A DINNER AT LORD HOLLAND'S.

"Company at the Hollands, Lambton, Lady Louisa and her sister, Lord Alvanley, Lord John, Lattin, Lord Thanet, Lord Gower, &c. Talking of Delille, Lord H. said that, notwithstanding his pretty description of Kensington Gardeus, he walked with him once there, and he did not know them when he was in them. Mad de Stael did not know them when he was in them. Mad. de Stael never looked at any thing; passed by scenery of every kind without a glance at it; which did not, however, prevent her describing it. I said that Lord Byron could not describe any thing which he had not had actually under his eyes, and that he did it either on the spot or immediately after. This, Lord Holland remarked, was the sign of a true poet, to write only from impressions: but where then do all the imaginary scenes of Dante, Milton, &c. go, if it is necessary to see what we describe in order to be a true poet? Lattin mentioned that Gail, the old is Greek professor here, who was a great friend of Delille's, embalmed him after his death, and varnished him, and, after making a horrible figure of the poor poet, put a wreath of laurel round his head. Lord Holland mentioned having once been betrayed into a most current of compliment, in saying that Virgil was lucky in meeting a poot as great as himse? A branshate him; to which Delille antiwered, Savez-voue, milord, que ce que vous dites la est soli, mais très joil. Before dinner, on my remarking to Luttrel a fine effect of sunshine in the garden, which very soon passed away, he said, 'How often in life we should like to arrest our beaux momens; should be so obliged to the fice minutes if they would only stay ten.' Allen, on our talking of persons who described what they had not seen, said that Adam Smith never attended to any thing that was said in conversation; and yet (or rather perhaps because he did not attend) used to give the most delightful and amusing accounts of all that had been said, filling up the few outlines his ear had caught from his own imagination. Talked of the numerous editions of Valeine are interested and the numerous editions of Valeine are interested and the numerous editions of Valeine are interested. ed of the numerous editions of Voltaire now printed. By the bye, Gallois mentioned the other day, as an instance of the great increase of printing and publishing, that in Marmontel's lifetime they did not venture to publish a complete edition of his works, but printed the popular thing separate from the rest, in order to facilitate the sale; and that it took a long lapse of time, even so, to sell off the whole; whereas, within some years past, a collection of all his works, including the 'Théatre,' which nobody ver reads, has gone off not only successfully but rapidly He granted, however, that reading has not increased proportion, but that books are become more an article of furniture and luxury than of study. Lord Holland-said that Lord Exeter burnt his copy of Voltaire at the begin-ning of the French revolution, and that he had been told Lord Grenville had actually turned a copy out of his library at the same time.'

We shall meet with little better than this, (says the Literary World,) though, as Moore himself does not often appear as a wit in his own Diary, it is but fair, in conuding our notice of these most agreeable volumes, to

&c. Collinet's band attended; the dinner one of Robert's best; and all went off remarkably well. In returning thanks for my health I gave, 'Prosperity to England,' with an eulogium on the moral worth of that country, which was felt more, both by myself and the country, from its being delivered in France, and produced much effect. Douglas, in proposing Bessy's health, after prais-ing her numerous virtues, &c. concluded thus: 'We need not, therefore, gentlemen, be surprised that Mr. Moore is about to communicate to the world 'The Loves of the Angels,' having been so long familiar with one at home.' In returning thanks for this, I mentioned the circumfather's triumph at the dinner in Dublin. In returning thanks for this, I alluded to Southey's making his Kehama enter triumphantly in through seven gates at the same moment, and said: 'This miraculous multiplication of one gentleman into seven has been, to a great degree, sted by the toasts into which your kindness has subvided me this day; concluding thus: I have often, gentlemen, heard of sympathetic ink, but here is a liquid which has much better claims to that epithet; and if there is a glass of such at this moment before my good old father, it must, I think, sparkle in sympathetic reply to those which you have done him the honor of filling to him.' In proposing the health of Richard Power, (who was present,) I spoke of him as 'combining all that was manliest in man, with all that is gentlest in woman; that consistency of opinion and conduct which commands respect, with that smooth facility of intercourse which win defect in the bill, and one that must be remedied, for there should be some provision to secure the means of moving on the road when you obtain it.

I do not throw out these suggestions by way of objection. I merely wish to bring the attention of the Senator of warmth with which to dry up the tears of the other;' happiness we had enjoyed together at that time, 'days passed in studying Shakspeare, and nights in acting or liscussing him; the happy freedom of those suppers (tamquam sera libertas—later enough, God knows) where, as in the supper described by Voltaire— La liberté, convive aimable,

Entre le plaisir et l'amour.

f literature, and 'the success with which he had practiced it; his intimate knowledge of French and English, which placed him as a sort of Janus between the two languages, with a double-fronted insight into the beauties of each, and enabled him not only to make the wild tale cipal "dig" has been made in the West. of Atala resound, in language worthy of its sweetness, on the banks of the Thames, but to occupy himself (as I was proud to say he was doing at present) in teaching the story of 'Lalla Rookh' to the lighter echoes of the Seine.' A song was sung by Grattan during the night, which he had written for the occasion. Left them between one and two, and went to Douglas's, where I supped."

that exertion, had not supped ! A THING WHICH EVERY FARMER SHOULD KNOW .- If you wish to drive a cut nail into seasoned oak timber, and not to have it break or bend, just have a small quantity of oil near by and dip the nail before driving, and it will never fail to go. In mending carts and ploughs this is of great advantage, for they are generally made most of oak wood. In straightening old nails before using, let it be done on wood, and with easy blows. If done on

A Posen .- It is said that a gentleman from Tennesse observed to Gen. Pierce, a few days since, that he came from a district which had never held or solicited an office from the General Government. "Then," said Gen. Pierce, promptly, "it is to be hoped that it will never break in on such a beautiful custom

THE COPPER MINES OF EAST TENNESSEE.

The Knoxville Register of the 16th instant says: " Every day's intelligence from the Copper Mines asures us that the business is to prove lucrative to an extraordinary degree. We have been informed, and that too by a gentleman in whom we can confide, that in a single day one man took from the mines ore enough to nett in the New York market one hundred and seventy dollars. The preparations for mining extensively are every day progressing, in the way of sinking shafts, tunnelling, &c., and if the ore should prove to be as abundant and rich as the indications now lead us to believe it will, these mines will certainly be more valuable than any gold or silver mines upon the globe. We are credibly in formed that the ore which has been taken from these mines yields thirty and forty per centum of copper, and to be a true poet? Lattin mentioned that Gail, the old it is known that the ore is worth in the New York market six dollars per ton for each per centum of copper, the

The same paper also says that "wishin the years lands in Peth county, fast Tennessee, have advanced in value almost incredibly. It is now asserted, by those who profess to know how the fact is, that within that time minerals have been developed is that county which make the lands worth ten millions of dollars more

Albans recently three casks labelled "sugar and hams" were received, but some of the watchers having scented brandy and gin. The sheriff has advertised them. The Vermont Repository states that a large quantity of liquors are advertised for sale at auction in its town, and thinks that this is a new way of getting round the law, and that there will be a plenty of sheriff and constable sales of liquor if the practice is not stopped by law.

We learn that the SECRETARY OF THE NAVY has susended the distribution of the fund voted by Congress as extra compensation to those engaged in the naval service on the coast of California during the Mexican war. He had reason to believe that measures were matured for defrauding the Government by means of false affidavits and forged certificates, and his order of suspension was issued to detect and counteract these schemes of plunder.

WROUGHT IRON FROM THE ORE .- We some time ago printed a statement to the effect that a person by the name of James Renton, residing at Newark, New Jersey, had discovered a process by which to obtain wrought iron give him one opportunity of retailing his good things at directly from the ore, and we are now gratified to add a parting dinner given to him by his friends when he left that the expectations of those familiar with the process are fully realized by its practical results. The Scientific American, referring to the subject, says that "the fur-"The dinner took place at Robert's; about fifty sat down; Lord Trimlestown in the chair; among the company were Lord Granard, Sir G. Webster, Robert Adair, operation so that all that has been said in its formation for the subject, says that "the further can be subject, says that "the furthe operation, so that all that has been said in its favor thus far proves true." Should this invention be fully brought to bear, it must have a most important effect upon the price of iron .- Harrisburg Union.

ROCK OR BASS FISHING EXTRAORDINARY.

We are informed that Mr. CRAMPTON, the British Minister, and Mr. LANMAN, captured at the Little Falls of the Potomac yesterday morning about two hundred and fifty pounds of this excellent fish. The total number was sixtyfour, the largest weighing nearly twelve pounds, and all stance of the village bells welcoming her arrival, as being her triumph in England, while I had mine this day in France, and concluded thus: 'These, gentlemen, are rewards and atonements for every thing. No matter how more remarkable, the fish were caught within the space

by the direct route passed over the road on Wednesday.

THE BAPTIST MISSIONARY UNION, lately in session at Albany, was attended by one thousand delegates. Amongst the communications presented from the Executive Committee was a correspondence between the American Minister and King of Prussia in regard to the persecutions to which the Baptists of Germany had been subjected. The King had exhibited the kindest spirit, and declared that, if the Baptists would effect an ecclesiastical organization which could be recognised by the Government, all causes of complaint would cease. The Board recommended that it shall be by the appointment of a Board of five in Germany, who, in co-operation with the Board here, should be authorized to license colporteurs in Germany.

The Chicago Tribune says that a new Catholic Cathedral is to be commenced some time during the season, on the north side, near the Catholic College in that city. It will probably be the largest and finest in that part of the country, and cost between \$150,000 and \$200,000

NEW ORGANIZATION. -A call for a general religious conference, with a view to establish a new yearly meeting of the Society of Friends in Pennsylvania, has been published in some of the newspapers. The conference is to meet at Friends' Meeting House, at Kennett Square, Chester county, on first day, the 22d of Fifth month next. A large number of what are called Progressive Friends. it is said, have signed the called.

ANOTHER BOGUS BANK .- The "Columbia Bank," one of those promissory concerns which have squatted amongst us within twelve months past, and whose principal object "In proposing the health of Lord Trimlestown, spoke of seems to be to get their miserable notes out, without any his being particularly fit to take the chair at such a meeting, not only from our old acquaintance, &c., but his love career last evening. We do not believe that the sum in which this community has been mulcted by this concern is large, yet many persons little able to afford to lose any thing have been made to suffer. We hear that the prin-

The present scarcity and consequent high price of cattle is attributed to the numerous herds that are being driven over the plains to California. A recent statement shows that from one county in Missouri 8,900 head of cattle were about to be started for Oregon and California. The last word is inimitable. The poor fellow, with all There is no doubt, however, that speculators have also taken advantage of the scarcity to raise the price to an exorbitant rate. - Baltimore American.

MILITARY MOVEMENTS IN TEXAS.-A letter dated the 8th ultimo at Fort Ewell, situated on the Nueces river, in Western Texas, about half way between its mouth at Corpus Christi and its head in the mountains, says:

" The Rifle Regiment settled at Fort Ewell about a year since, and commenced erecting buildings of adobes, but were relieved from that duty last fall and ordered to scout for Indians over the country between the Nucces and Rio Grande rivers, south of Engle Pass and Fort Inge. I

ome fifteen or more horses, mules, &c.
"Companies C and G of the Rifles are the only troops New York and Eric Railroad, ran from Hornellaville to Susquehanna, on Tuesday, a distance of 145 miles, in 161 minutes. The Binguampton Republican believes this to be the greatest speed which has ever been attained, for so great a distance, on any road in the United States. panies D and H are at Fort Inge; company F is at Red Mound Rancho, near Laredo; company B is recently or-dered to Ringgold Barracke, and companies I and E are

at Fort Merrill.
"The Indians have committed no recent depredations, or even shown themselves of late in this vicinity. The present stations of the different companies of the Rifle Regiment are very judicious, and, if preserved, I think the ladians will hardly dare venture down the country